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BRIEF ON RAILWAY SAFETY

PRESENTED TO

THE HONOURABLE MR. JUSTICE SAMUEL G. M. GRANGE

COMMISSIONER

MISSISSAUGA RAILWAY ACCIDENT INQUIRY



CITY OF HAMILTON
Hamilton, Ontario
May 21, 1980

BRIEF ON RAILWAY SAFETY

PRESENTED TO

THE HONOURABLE MR. JUSTICE SAMUEL G. M. GRANGE

COMMISSIONER

MISSISSAUGA RAILWAY ACCIDENT INQUIRY

PREPARED BY

THE CORPORATION OF THE CITY OF HAMILTON

AND

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

APRIL, 1980



CITY COUNCIL
HAMILTON CANADA

May 21, 1980

The Honourable Mr. Samuel G. M. Grange
Commissioner
Mississauga Railway Accident Inquiry
201 City Centre Drive, 5th Floor
MISSISSAUGA, Ontario L5B 2T4

Your Honourable Sir:

The Corporation of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth respectfully submits for your attention the enclosed brief regarding railway safety.

It is our fervent hope and desire to assist you in a most difficult and important task that has been placed upon you.

To this end, the following is presented for your due consideration as part of your deliberations.

Yours very truly,

Alderman Brian Hinkley
Chairman, Railway Safety Committee

BH:wt

Enc.

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL. 527-0241

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

January 9, 1980

Mississauga Railway Accident Inquiry,
201 City Centre Drive, 5th Floor,
MISSISSAUGA, Ontario.
L5B 2T4

Attention: Mr. Robert P. Armstrong, Q.C.,
Counsel to the Commission.

Dear Sir:-

Pursuant to the Notice published in The Spectator on Friday, January 4, 1980, I wish to advise that Hamilton City Council will be making a written submission to the Commission within the Terms of Reference set out in the Order-in-Council authorizing the Mississauga Railway Accident Inquiry.

Attached for your information is a copy of Section 23 of the First Report of the Board of Control adopted by Hamilton City Council at its meeting held January 8, 1980 establishing a Committee for the development of a submission which will reflect the concern of the Corporation of the City of Hamilton respecting railway safety as it might affect the City of Hamilton.

Yours very truly,

E. A. Simpson,
City Clerk.

EAS/KEA/cg
Attch.

cc: Alderman B. Hinkley.

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Extract of Section 23 of the FIRST Report of the Board of Control adopted by Hamilton City Council at its meeting held Tuesday, January 8, 1980:-

"23. On December 4th, 1979, the Honourable D. Mazankowski, Federal Minister of Transport, announced that he was establishing a one-man Commission to conduct a full and open public inquiry into the November 10th railway incident in Mississauga. The Commissioner appointed Mr. Justice Samuel G. M. Grange. The following is an excerpt from the Order-in-Council authorizing this inquiry.

EXCERPT FROM ORDER-IN-COUNCIL

'WHEREAS concern has been expressed

- (a) about a derailment of a Canadian Pacific train that occurred in Mississauga, Ontario, November 10, 1979, involving the carriage of dangerous goods and the subsequent evacuation of the entire City of Mississauga; and
- (b) in consequence, the level and adequacy of existing Federal laws, regulations, rules and standards pertaining to safety and the enforcement thereof.

AND WHEREAS the Committee is of the opinion that it would be in the public interest and for the good government of Canada for the said concerns to be investigated;

Therefore, the Committee of the Privy Council, on the recommendation of the Minister of Transport advise that Mr. Justice Samuel G. M. Grange, of the Supreme Court of Ontario, be appointed under Part I of the Inquiries Act and report upon the existing state of railway safety as it relates to the handling and carriage of dangerous goods with particular reference to:

1. contributing factors and causes of the derailment at Mississauga, Ontario, on November 10, 1979, and the subsequent accident;
2. the steps which can be reasonably taken to reduce the risk of recurrence of such an accident anywhere in Canada
3. the level and adequacy of existing Federal law, regulations, rules and standards and of the practices and procedures governing railway safety with respect to this accident and the prevention of future similar accidents involving the handling and carriage of dangerous goods by rail;

4. the adequacy of the existing practices, procedures and maintenance standards followed by the railways and the frequency of maintenance to ensure that the standards related to the handling and carriage of dangerous goods by rail are complied with;
5. the sufficiency of enforcement of existing railway safety legislation and standards related to the handling and carriage of dangerous goods by rail, including the training, qualification and number of Federal inspectors;
6. how best investigative and corrective operations in response to an accident involving dangerous goods can be co-ordinated between various agencies, governmental and private, bearing in mind the existing jurisdictional and constitutional framework;
7. the distribution of functions concerning the safety, maintenance and inspection of railway roadbeds, tracks, equipment and signals;
8. any matters incidental or relating to any of the matters referred to in Section 1 to 7;

The Committee of the Privy Council further advise

- (i) that the Commissioner be authorized to adopt such procedures and methods as he may from time to time deem expedient for the proper conduct of the inquiry; including public hearings, and sit at such time and at such places in Canada as he may decide from time to time;
- (ii) that the Commissioner be authorized to engage the services of such counsel, staff and technical advisers as he may require at rates of remuneration and reimbursement to be approved by the Treasury Board;
- (iii) that the Commissioner be required to report to His Excellency the Governor in Council within six months on
 - (a) the safety of railway transport as it relates to the handling and carriage of dangerous goods;
 - (b) what steps can be taken to reduce the risk of recurrence of an accident such as occurred in Mississauga on November 10, 1979,

taking into account the matters referred to in paragraphs 1) to 8);

- (iv) that the Commissioner be required, if requested by the Minister of Transport, by interim report to His Excellency the Governor General in Council, to report on any matter referred to in paragraphs 1) to 8) above, as well as the adequacy of the proposed Transportation of Dangerous Goods Act together with recommendations, if necessary, for the improvement thereof; and
- (v) that the Commissioner be required to file with the Public Archives of Canada the papers and records of the Commission as soon as reasonably may be after the conclusion of the inquiry.'

The Board of Control recommends that an ad hoc committee composed of the following be established for the development of a submission which would reflect the Corporation's concern respecting railway safety as it might affect the City of Hamilton:

Members of Committee:

Alderman B. Hinkley, Chairman
Controller V. Agro
Alderman W. M. McCulloch
Mr. W. R. Kennedy, Chairman, Transport Committee
Mr. C. Armstrong, Regional Co-ordinator
Mr. G. Torrance, Regional Chief of Police
Mr. L. Saltmarsh, Chief, Hamilton Fire Department
Mr. K. A. Rouff, City Solicitor
Mr. R. J. Desjardins, Traffic Commissioner

That the Regional Municipality of Hamilton-Wentworth be requested to permit Mr. C. Armstrong to act on this Committee.

That the Board of Commissioners of the Hamilton-Wentworth Regional Police be requested to permit Chief G. Torrance to act on this Committee.

The City Clerk's Department to provide secretarial services for this Committee."

TABLE OF CONTENTS

TABLE OF CONTENTS

	<u>PAGE(S)</u>
INTRODUCTION.....	1
THE RAILWAY ACCIDENTS.....	2
BILL C-25.....	3
THE ROLE OF THE CANADIAN TRANSPORT COMMISSION.....	4
EMERGENCY RESPONSE SECTION.....	5
EMERGENCY RESPONSE FORMS.....	6
LAND USE PLANNING.....	7
CONCLUSION.....	8
EXHIBIT "A" - Map of Hamilton	
EXHIBIT "B" - The Federation of Canadian Municipalities brief submitted to the Standing Committee of the House of Commons on Transportation and Communications - Bill C-25	

INTRODUCTION

THE CITY OF HAMILTON AND THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH ARE CONCERNED WITH THE HIGH POTENTIAL OF RAILWAY ACCIDENTS IN CANADA AND, IN PARTICULAR, WHEN SUCH ACCIDENTS INVOLVE DANGEROUS MATERIALS WHICH COULD JEOPARDIZE THE SAFETY OF PEOPLE AND PROPERTY.

WITHIN THE CITY OF HAMILTON A LARGE PART OF THE POPULATION (OVER SOME 200,000 PERSONS) IS LOCATED IN THE LOWER PORTION OF A VALLEY. THIS VALLEY IS BOUNDED BY THE ESCARPMENT TO THE SOUTH AND THE WATERFRONT TO THE NORTH. MANY RAILWAY LINES PASS THROUGH THIS VALLEY DISSECTING HEAVILY BUILT-UP RESIDENTIAL, INDUSTRIAL, COMMERCIAL, RECREATIONAL AND INSTITUTIONAL AREAS. SHOULD A MAJOR ACCIDENT OCCUR INVOLVING DANGEROUS MATERIALS AND TOXIC CHEMICALS WERE RELEASED INTO THE ATMOSPHERE THE POPULATION'S SAFETY COULD BE PLACED IN SERIOUS PERIL. UNDER CERTAIN WEATHER CONDITIONS THE SPREAD OF THE CHEMICALS COULD ENTRAP THE PEOPLE.

ANY ATTEMPTED EVACUATION POSES EXTREME DIFFICULTY BECAUSE OF THE AVAILABLE ACCESS ROUTES. OF THE 13 ROUTES AVAILABLE, SIX OF THE ARTERIALS INVOLVE USE OF THE ESCARPMENT. DURING THE WINTER MONTHS THIS PROBLEM IS COMPOUNDED.

WE CANNOT STRESS ENOUGH THE POTENTIAL SERIOUS CONSEQUENCES SURROUNDING AN ACCIDENT INVOLVING DANGEROUS MATERIALS DUE TO HAMILTON'S UNUSUAL GEOGRAPHIC, TOPOGRAPHIC AND DEMOGRAPHIC SITUATION.

IT IS OUR SUBMISSION THAT THE FOLLOWING AREAS SHOULD BE CONSIDERED FOR ACTION BY YOUR COMMISSION:-

THE RAILWAY ACCIDENTS

IT IS OUR RECOMMENDATION THAT DETAILED ANALYSIS OF RAILWAY ACCIDENTS INCLUDING LEVEL CROSSING ACCIDENTS BE MADE TO DETERMINE CAUSES AND WHAT COUNTER MEASURES MIGHT BE EFFECTIVE TO REDUCE THE POTENTIAL OF ACCIDENTS, PARTICULARLY THOSE RAILWAY ACCIDENTS WHICH INVOLVE DANGEROUS MATERIALS.

EXAMPLES OF SOME COMMON CAUSES OF ACCIDENTS ARE:-

- OVERHEATED AXLE BEARINGS (HOT BOXES).
- INSUFFICIENT MAINTENANCE OF ROAD BEDS (POOR TRACKS).
- EXCESSIVE TRAIN SPEEDS IN URBAN AREAS.
- OUTDATED EQUIPMENT (COUPLINGS).
- TANK CAR TELESCOPING CAUSING RUPTURES.
- OTHERS TO BE DETERMINED.

EXAMPLES OF SOME COUNTERMEASURES TO REDUCE ACCIDENTS ARE:-

- FIXED HOT BOX DETECTORS.
- USE OF ROLLER BEARINGS INSTEAD OF FRICTION BEARINGS.
- REDUCED TRAIN SPEEDS IN URBAN AREAS.
- DOUBLE SHELVED COUPLERS ON ALL RAILWAY CARS TO PREVENT VERTICAL MOVEMENT DURING ACCIDENTS.
- HEAD SHIELD PROTECTORS ON ALL RAILWAY TANK CARS.
(DESIGNED TO DEFLECT COUPLINGS, AND FLYING DEBRIS WHICH MIGHT PUNCTURE TANK CARS).
- INSULATION ON TANK CARS CARRYING VOLATILE, TOXIC, FLAMMABLE OR CORROSIVE MATERIAL.



THE CITY OF HAMILTON AND THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH SUPPORT UPDATED AND ADEQUATE FEDERAL LEGISLATION REGARDING SAFE OPERATION OF RAILWAYS. WE SUPPORT THE PASSAGE OF BILL C-25 WITHOUT DELAY. WE ALSO ENDORSE THE RECOMMENDATIONS PERTAINING TO RAILWAYS CONTAINED IN THE SUBMISSION OF THE FEDERATION OF CANADIAN MUNICIPALITIES, DATED DECEMBER 13, 1979 (A COPY OF WHICH IS ATTACHED TO THIS BRIEF). THE PROPOSED LEGISLATION IS A SUBSTANTIAL STEP FORWARD IN NEW EFFECTIVE SAFETY LEGISLATION, AND DURING CONSIDERATION OF THE REGULATIONS, THE FOLLOWING AREAS OF CONCERN SHOULD BE CONSIDERED:-

WITH REGARDS TO THE PROPOSED REGULATIONS BEFORE PARLIAMENT, THE FOLLOWING COMMENTS ARE OFFERED:

- (A) CLASSIFICATION CAN BECOME A PROBLEM IN REGARD TO THE MULTIPLE HAZARD OF A CHEMICAL, I.E.: CHLORINE IS CLASSED AS A NON-FLAMMABLE COMPRESSED GAS WHICH IT IS, BUT IT IS ALSO HIGHLY REACTIVE AT ELEVATED TEMPERATURES AND VERY CORROSIVE WHEN EXPOSED TO AIR. A TANK CAR OF COMPRESSED, EVERYDAY AIR COULD BE SAID TO BE A NON-FLAMMABLE COMPRESSED GAS.
- (B) THE PROPOSED PLACARDABLE QUANTITIES IN SOME OF THE HAZARD CLASSES ARE FAR TOO LIBERAL. THIS IS ILLUSTRATED IN THE FOLLOWING COMPARISON:

UNITED STATES
GROSS WEIGHT, MAX.

CANADA (PROPOSED)
GROSS WEIGHT, MAX.

1. EXPLOSIVES	ANY QUANTITY	25 KG. OR OVER (55 LBS.)
3. FLAMMABLE LIQUIDS	1,000 LBS. OR OVER	1,000 KG. OR OVER (2,000 LBS.)
6. POISONS (B)	1,000 LBS. OR OVER	1,000 KG. OR OVER (2,000 LBS.)

THE PLACARDING OF MIXED LOADS HAS ALWAYS BEEN A PROBLEM.

THE UNITED STATES DEPARTMENT OF TRANSPORT HAS SET A

LIMITED OF 1,000 LBS. ANY QUANTITY EXCEEDING 1,000 LBS.

MUST BE PLACARDED "DANGEROUS". THE TRANSPORTATION OF

DANGEROUS GOODS BILL DICTATES THIS QUANTITY AS 4,400 LBS.

WE SUGGEST THIS BE CHANGED TO 1,000 LBS.

IT IS OUR CONCERN THAT ADEQUATE STANDARDS OF EQUIPMENT AND ROAD BED HAVE NOT BEEN ESTABLISHED AND APPROVED. ACCEPTED STANDARDS MUST BE FOLLOWED WITH A SUITABLE ONGOING PROGRAM OF EQUIPMENT MAINTENANCE. THE NECESSARY FUNDING SHOULD BE AVAILABLE TO ENSURE THE SOLVENCY OF THE MAINTENANCE PROGRAM.

THE EFFECTIVENESS OF ACHIEVING SAFE OPERATIONS OF RAILWAYS IS EMBODIED IN THE PRESENT PROCEDURES. WE DO HOWEVER QUESTION THE ADEQUACY OF PRESENT INSPECTIONS AND THE LEVEL OF ENFORCEMENT AND PROSECUTIONS OF VIOLATIONS OF APPROVED LEGISLATION.

MANY RAILWAY LINES PRESENTLY CARRY VARIOUS TYPES OF HAZARDOUS GOODS. THE MOVEMENT AND STORAGE OF THESE GOODS IS A MAJOR CONCERN TO OUR MUNICIPALITIES.

A NUMBER OF CANADIAN CITIES HAVE LARGE RAILWAY OPERATIONS ON PRIVATE PROPERTY. THESE PRIVATE RAIL OPERATIONS, TO OUR KNOWLEDGE, ARE NOT INSPECTED BY GOVERNMENT PERSONNEL NOR ARE THEY REQUIRED TO ADHERE TO ANY GOVERNMENT APPROVED STANDARDS AS LONG AS THEY OPERATE ON PRIVATE PROPERTY.

IN RECOGNITION OF THE FOREGOING WE RECOMMEND THAT THE ROLE, MANDATE AND RESPONSIBILITIES OF THE CANADIAN TRANSPORT COMMISSION BE REVIEWED TO ENCOMPASS THE FOLLOWING:

- SET CLEAR STANDARDS OF RAILWAY EQUIPMENT,
ROLLING STOCK AND ROAD BEDS;
- ENSURE AN ADEQUATE LEVEL OF MAINTENANCE IS
CARRIED OUT;
- ENSURE AN ADEQUATE LEVEL OF INSPECTION,
ENFORCEMENT AND PROSECUTIONS OF APPROVED
LEGISLATION IS CONDUCTED;
- REVIEW THE OPERATIONS OF RAILWAYS AND DETERMINE
THE SAFEST POSSIBLE ROUTES FOR THE MOVEMENT AND
STORAGE OF DANGEROUS MATERIALS. THIS CHOICE OF
RAILWAY ROUTES SHOULD BE MADE IN CONSULTATION
WITH THE MAJOR MUNICIPALITIES;
- APPLY ADEQUATE STANDARDS, INSPECTIONS AND ENFORCE-
MENT UPON PRIVATELY OPERATED RAILWAYS.

EMERGENCY RESPONSE SECTION

THE REGIONAL MUNICIPALITY PRESENTLY HAS IN PLACE PLANS FOR DEALING WITH DISASTERS INCLUDING THOSE INVOLVING RAILWAYS. THESE PLANS INCLUDE NOTIFICATION OF THE PROVINCE (LEAD MINISTRY CONCEPT) AND VARIOUS FEDERAL MINISTRIES AND AGENCIES. IN ORDER TO SIMPLIFY PROCEDURES AND PROVIDE FOR A FULL RESPONSE, IT IS SUGGESTED THAT AN EMERGENCY RESPONSE SECTION BE ESTABLISHED IN THE PROVINCIAL MINISTRY OF THE SOLICITOR-GENERAL. THIS UNIT WOULD DEVELOP PLANS AND A STATE OF PREPAREDNESS TO PROVIDE A CO-ORDINATED RESPONSE OF ALL NECESSARY PROVINCIAL AND FEDERAL MINISTRIES OR AGENCIES REQUIRED TO MEET THE EMERGENCY. THIS UNIT WOULD ALSO CO-ORDINATE THE RESPONSE FROM THE PRIVATE SECTOR TO MAKE AVAILABLE NECESSARY EXPERTISE, EQUIPMENT OR RESOURCES WHICH WOULD NOT BE AVAILABLE WITHIN THE REGION. THE MINISTRY OF THE SOLICITOR-GENERAL THROUGH THE EMERGENCY RESPONSE SECTION WOULD ASSIST MUNICIPALITIES IN THEIR DISASTER PLANNING AND TRAINING OF PERSONNEL FOR EMERGENCY RESPONSE. SUCH A SECTION WOULD ALSO PROVIDE A USEFUL ADVISORY SERVICE TO LOCAL AUTHORITIES.

EMERGENCY RESPONSE FORMS

THE RAILROADS IN CANADA PRESENTLY USE EMERGENCY RESPONSE FORMS, WHICH ACCOMPANY TANK CARS CARRYING HAZARDOUS MATERIALS ORIGINATING IN CANADA, INDICATING CORRECT ACTIONS IN THE EVENT OF ANY LEAKS OR FIRES. IT IS OUR RECOMMENDATION THAT ALL SHIPMENTS REGARDLESS OF SOURCE OF ORIGIN BE REQUIRED TO DO THE SAME.

LAND USE PLANNING

IT IS OUR RECOMMENDATION THAT MUNICIPALITIES ADOPT POLICIES PROHIBITING CERTAIN LAND USES ADJACENT TO RAILWAY LINES CARRYING DANGEROUS MATERIALS.

IN CANADA, MANY INCOMPATIBLE LAND USES ARE LOCATED ALONG RAILWAY LINES. SHOULD ACCIDENTS OCCUR IN THE VICINITY OF THESE AREAS; PEOPLE AND PROPERTY ARE PLACED IN SERIOUS JEOPARDY.

MUNICIPALITIES HAVE THE PRIME OPPORTUNITY TO EXAMINE THEIR PLANNING CONSIDERATIONS ESPECIALLY WHEN DEALING WITH NEW LAND USE PROPOSALS.

CONCLUSION

IN CONCLUDING THIS PRESENTATION TO THE COMMISSION, WE COMMEND THE EFFORTS AND CONCERN BEING PLACED ON THIS VERY IMPORTANT INQUIRY.

THIS BRIEF IS PRESENTED BY THE CITY OF HAMILTON AND THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH WITH SINCERE WILLINGNESS TO ASSIST THE COMMISSION WITH ITS WORK. WE OFFER THE FULLEST CO-OPERATION OF OUR DEPARTMENTS IN YOUR ENDEAVOURS.

WE REALIZE SOME OF OUR RECOMMENDATIONS MAY BE REPETITIVE; IN THAT THE COMMISSION HAVE RECEIVED SIMILAR REPRESENTATION. IT IS OUR CONTENTION THAT CONCERN THAT IS REITERATED FROM VARIOUS SOURCES SIMPLY REINFORCES THE NEED TO IMPROVE UPON RAILWAY SAFETY.

THE RECOMMENDATIONS THAT EMANATE FROM THESE PROCEEDINGS WILL BE EXCEEDINGLY IMPORTANT IN EFFECTING CHANGES IN RAILWAY OPERATIONS TO THE BENEFIT OF ALL CANADIANS.

WE LOOK FORWARD TO A SUCCESSFUL CONCLUSION TO THE INQUIRY.





federation of canadian municipalities
fédération canadienne des municipalités

BRIEF TO THE STANDING COMMITTEE OF THE HOUSE OF COMMONS

ON TRANSPORTATION AND COMMUNICATIONS

ON BILL C-25, AN ACT TO PROMOTE PUBLIC SAFETY IN
THE TRANSPORTATION OF DANGEROUS GOODS

SUBMITTED BY THE FEDERATION OF CANADIAN MUNICIPALITIES

DECEMBER 13, 1979

In October, 1962, a fully-loaded runaway gasoline tanker careened into the town of Peace River, Alberta. It tipped, exploded and flattened a whole block. In February, 1965, a tanker truck carrying 30,000 litres of liquid propane exploded, demolishing eighteen buildings and incinerating the main street of Aylmer, Ontario. In April, 1975, fourteen hundred kilograms of explosives were accidentally detonated in a Calgary dynamite plant. Six men were killed. In November, 1979, leaking chlorine from a derailed tanker car forced nearly a quarter of a million residents of Mississauga to leave their homes. Every year, thousands of accidents involving humans and hazardous goods occur. Fortunately, most are less dramatic than those cited above. The Federation of Canadian Municipalities is convinced, and seriously concerned, that Canadians must inevitably expect more such accidents as the list of known hazardous goods grows longer. Already, that list includes 300,000 items. Chemists are adding to it daily to meet demands from consumers and industry. Every Canadian community is becoming increasingly dependant on a variety of hazardous products. Both gasoline and natural gas, for example, are virtually indispensable.

While municipal and safety officials in Mississauga have rightly been commended for the efficiency with which their city was evacuated, we believe, along with most Canadian local government officials, that this country's municipalities are largely ill-informed and unprepared to cope with accidents resulting from the transportation of hazardous goods.

The Federation of Canadian Municipalities represents approximately forty-five per cent of the Canadian population, and is thus a powerful instrument for informing and assisting local governments. In September, 1979, the Federation's Executive Committee

decided that a workshop on the transportation of dangerous goods would be a key element of our 43rd Annual Conference to be held in Halifax next June. This decision, which predated the Mississauga accident, reflected the Federation's long-held conviction that there is an urgent requirement to promote public safety in this sphere.

Accordingly, we welcome the introduction of Bill C-25 and its accompanying regulations as instrumental steps in guaranteeing improved safety for Canadians and their communities. We trust that the Bill's enactment will inaugurate the adoption of uniform safety standards and procedures for all modes of transport throughout our country. We support the replacement of previous overlapping statutes and authorities which, in the past, have inevitably complicated regulation of the carriage of dangerous goods.

We have observed that Bill C-25 will constitute a much-needed intervention in a difficult area of impinging jurisdictions. The Federation is pleased to note that the Act and regulations are being developed as distinct instruments which will facilitate the provinces' implementation of their requirements in cooperation with federal administrative procedures.

Certainly federal, provincial, and municipal governments will need to make complicated arrangements--individually and collectively--to administer, enforce and fund this safety system.

The Federation acknowledges the urgent necessity for all Canadian communities to formulate individual contingency plans to

raise their levels of preparedness to cope with the variety of consequences which an accident resulting from the transportation of dangerous goods in their municipality could cause.

Naturally, the effect of an explosion, a fire or a spill in a municipality depends where it occurs. Different routes should be designated for different types of hazardous goods, according to the particular danger they pose. Where there is a danger of fire or explosion, goods should be routed away from heavily-populated areas. If water contamination is a risk, routes should avoid water supply points. In all instances, routes should be as far as possible from hospitals.

While the Federation of Canadian Municipalities supports in principle the Bill's provisions for remedial action by inspectors and others whenever a future accident involving dangerous goods occurs, we are primarily concerned with measures designed to prevent, or at least to reduce the incidence of, such occurrences.

To this end, municipalities have a major role to play in ensuring that, in the future, dangerous goods in transit will bypass densely populated areas. Communities will need to devise new truck routes which, while avoiding the carriage of the hazardous products through residential areas, will guarantee continued efficient service in industrial districts.

Criteria will be required to enable municipalities to select appropriate truck routes for the carriage of dangerous goods,

and for scheduling their use. We sincerely hope that passage of Bill C-25 and its regulations will result in the subsequent conduct of a comprehensive survey, the results of which will assist municipalities in making these decisions.

Some provincial Municipal Acts may provide sufficient authority for communities to adopt dangerous goods routeing by-laws. Alternatively, some individual municipalities have acquired the necessary authority by having their provincial legislatures enact city-specific dangerous goods acts. The Federation of Canadian Municipalities would be pleased to cooperate with its affiliate members, the provincial municipal associations of Canada, to explore the possibility of other municipalities obtaining individual legislative authorization of their hazardous goods transportation plans. Uniformity in the implementation of dangerous products legislation throughout Canada's provinces and territories is essential; perhaps the Federation can play a useful role in helping to bring it about.

Besides new truck routes, ensuring the safety of Canadian communities will necessitate the accordence of federal government priority to railway relocation programs. City-centre rail cargo routes are now characteristic of many Canadian communities and, as the Federation has previously observed, they pose a constant serious threat to the safety of citizens and of property.

In conclusion, the Federation of Canadian Municipalities supports Bill C-25 in principle, recognizes the tri-level govern-

ment action which its implementation will necessitate, and pledges its members' cooperation and assistance in all measures directed to reducing the risks entailed by the transportation of dangerous goods.

December 13, 1979
Federation of Canadian Municipalities

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